

The Hong Kong Daily Press

No. 6640 號四百六十八第

日三十二月七月一十號光

HONGKONG, TUESDAY, SEPTEMBER 1st, 1885.

二甲

號一月九英華香

PRICE \$2^{1/2} PER MONTH

SHIPPING.

ARRIVALS.

August 31, ABRATION APCAR, British steamer, 1,892, Mactavia, Calcutta, 15th August, Penang 22nd, and Singapore 25th, Opium and General—D. SASHOON, Sons & Co.

August 31, GREENINAS, British str., 1,408, Jacobs, Shanghai 2nd August, and Foochow 25th, General—JARDINE, MATTHESON & Co.

August 31, ULYSES, British steamer, 1,500, A. W. Bremner, London 17th July, and Singapore 25th August, General—BUTTERFIELD & SWIRE.

August 31, BRACADEAL, British str., 1,416, Rivadell, Seagon 27th August, General—EUN HIN & CO.

August 31, GUCKSBURG, German steamer, 916, Berlin, Penang 22nd August, and Singapore 24th, General—CHINESE.

August 31, BARAGOLE, British steamer, 1,300, P. W. Case, Bombay 12th August, Singapore 25th August, General—BUTTERFIELD & SWIRE.

August 31, NAM VANN, British steamer, 472, Geo. Anderson, Haiphong 28th August, Hanoi—A. R. MARIE.

August 31, TAISANG, British steamer, 1,506, L. L. Davies, Calcutta 15th August, Penang 22nd, and Singapore 25th, Opium and General—JARDINE, MATTHESON & Co.

August 31, SARPOON, British steamer, 1,392, H. Chimes, Foochow 25th August, General—BUTTERFIELD & SWIRE.

August 31, WAR-YEUNG, British steamer, 323, J. C. Witt, Hoichow 25th August, General—CHINESE.

August 31, EISAI, German brig, 237, Brinckmeier, from Whampoa, General—EDWARD SCHELLHAAS & Co.

August 31, JULIETA, Spanish steamer, 376, T. Ariza, Maua 25th August, and Amoy 26th, General—MELCHERES & Co.

August 31, NATAL, French steamer, 3,455, Such, Shanghai 20th August, Mails and General—MESSAGERIES MARITIMES.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

SIX AUGUST.

W. H. McNeil, British str., for Hoilo. Ulyses, British str., for Shanghai. Prima, British str., for Amoy. Plainmiller, British str., for Shanghai. Rendel, British str., for Manila. Feronia, German str., for Hioho. Glucksburg, German str., for Amoy. Sarpdon, British str., for Singapore.

DEPARTURES.

August 31, KASHGAR, British str., for Yihama. August 31, J. THOMPSON, American ship, for Victoria (BC).

August 31, FERONIA, German str., for Hioho.

August 31, AMATISTA, British str., for Swatow.

August 31, PEKING, British str., for Whampoa.

PASSENGERS.

ARRIVED.

Per ABRATION APCAR, str., from Calcutta, &c.—Messrs. A. A. Lyall, G. L. Moleworth, G. H. James and G. Sciff, and 253 Chinese, deck. Per Glenalvyn, str., from Shanghai and Foochow—Messrs. George and Sons, and 4 Chinese.

Per Ulises, str., from London, &c.—Mr. and Mrs. Sayle, the Misses Scylla (2), and Miss Palmer, and 100 Chinese, from Singapore.

Per Tracadero, str., from Saigon—253 Chinese.

Per Kastor, str., from Calcutta, &c.—Mr. and Mrs. Naylor, the Misses Scylla (2), and Miss Palmer, and 4 Chinese.

Per Sarpdon, str., from Foochow—For Hongkong—Mr. Ismay, and 30 Chinese.

For London—Mr. and Mrs. Read.

Per Wah-yoeng, str., from Haiphong—127 Chinese.

Per Parrot, str., from Manila, &c.—18 Chinese.

Per Nodai, str., from Shanghai—For Hongkong—Mr. Bens, and 4 Chinese.

Per Maliby, Telgo, and Thomas Weir.

DEPARTED.

Per Amatista, str., for Swatow—Mr. H. J. Brookford.

REPORTS.

The German steamer Habsburg reports left Penang on the 22nd August, and Singapour on the 24th, and had fine weather.

The British steamer Nanyuan reports left Haiphong on the 23rd August, and had moderate SW. winds and cloudy weather throughout to port.

The British steamer Sarpdon reports left Foochow on the 23rd August, and had moderate SW. winds and cloudy weather with smooth water.

The British steamer Wah-yoeng reports left Haiphong on the morning of 30th August, at 3 o'clock, and had fine weather throughout and hazy towards port.

The British steamer Bangalore reports left Bombay on the 12th August, and Singapore on the 25th, and had light following winds and fine weather from Singapore.

The British steamer Abaration Apcar reports left Calcutta on the 15th August, Penang on the 22nd, and Singapore on the 25th. Experienced moderate monsoon and fine weather in the China Sea.

The British steamer Kaisang reports left Calcutta on the 15th August, Penang on the 22nd, and Singapore on the 25th. From Singapore to South of Palau-Saputao fair weather with light air and calms and smooth sea, then to port fresh to moderate SW. breezes and following sea and fine weather.

The British steamer Glenalvyn reports left Shanghai on the 22nd August, and Foochow on the 25th. From White Dog to Breaker Point moderate Southerly winds and cloudy weather. From Breaker Point to Hongkong light airs and calms. Passed the str. Gengyang, from Hongkong for Shanghai, on the 30th August, 8 p.m.

FOR SALE.

THE British Steamer

"WILL OF THE WISP."

Classified at Lloyd's 100 AL. Registered Tonage 250 Gross, 166 Net.

For particulars apply to

PUSTAU & Co., Agents.

Hongkong, 22nd August, 1885. [1520]

BARGAIN.

FIRE PROOF SAFE.

DEED OF BULLION SAFE just

imported, CHUEN'S LOCKS DUPLICATE KEYS. Size of Safe 60" by 28".

J. S. ARMSTRONG.

Hongkong, 24th July, 1885. [1534]

INTIMATIONS.

L. A. CRAWFORD & CO.'S TOBACCO AND CIGAR LIST.
Cape's Golden Cloud.
Bristol Birdseye.
Prairie Flower Mixture.
Morris' Water-Bed Mixture.
Gold Leaf Honey Dew.
Bristol Birdseye.
Allen & Ginter's Cut Cable.
Richmond Gem.
Rough and Ready.
Turkish Mixture.
Golden Birdseye.
Richmond Straight Cut.
Straight Cut Cigarettes.

CHOICE MANILA CIGARS.

In "Purito del Oriente."

Reina Victoria.

Brown.

London.

Princess.

Damas.

Perla.

Rogalia Chio.

Rogalia Oriente.

Also a Small Variety of

Very Choice HAVANAS.

LAINE, CRAWFORD & CO.

Hongkong, 29th August, 1885. [26]

KELLY AND WALSH, LIMITED,

HAVE JUST RECEIVED.

General Gordon's Kharlung Journals.

Gordon's Private Diary of his Exploits in China.

Field Exercises—New Edition.

Godwin's Engineers' Hand Book.

Goodwill's Cargo Measure.

Where Chinese drive (descriptive of English Streets) and in Peking.

A Quantity of Cheap Light Literature in ready volumes, and New Sensies and Franklin Squares.

Fresh Supplies of Tobacco—Wills Bristol Birds, Three Castles, Four Seasons, &c. &c.

Hitchcock's Patent Valve Lamp, give a beautiful bright light, perfectly steady and safe for all domestic purposes.

American Air and Spring Gun—Nickel Barrels—Spring Drills, Shot and Targets for do.

New Photographs of Beauties and Astræas.

Cheap Boxes of Mathematical Instruments.

Engineer's Boxwood Divided Scales.

Cheap Boxes of Moles Colours.

Tennis Balls and Bats.

Tracing Paper and Tracing Cloth.

JUST PUBLISHED—PRICE \$3.

An INDEX TO THE HONGKONG ORDINANCES up to the 31st July, 1885, including Tables of Repeals, Amendments, Imperial Acts extended; by ANDREW J. LEACH, of Lincoln's Inn, Barrister-at-Law.

KELLY & WALSH, LTD., HONGKONG, 24.

W. BEEWE has just received

Richmond Straight Cut Cigarettes.

Bristol Gold Mild Cigarettes.

Open Full Cigarettes.

Sunny South Cigarettes.

Sweet Capri Cigarettes.

Cat-Cat Cell Tobacco.

Rough and Ready Tobacco.

Richmond Gem Cut Tobacco.

Richmond Mixture (American) Tobacco.

Old Bin Tobacco.

Turkish Mixture Tobacco.

Richmond Straight Cut Tobacco.

WILL LAND IN A FEW DAYS.

4 MEDAL BASE TRICHOPIANOS, by

W. W. COOPER.

Sample Song Collection.

New Photograph Albums and Frames, and a Large Collection of Novelties.

1,000 Clever Summer Reading.

W. BEEWE, LTD., Queen's Road, UNDER HONGKONG HOTEL. [28]

NOTICE.

THE HONGKONG SAVINGS BANK.

CONTRIBUTING SHAREHOLDERS

are requested to send in a STATEMENT OF BUSINESS CONTRIBUTED during the Half-Year ended 30th June, 1885, or on or before 30th September next, on which date the Accounts will be Closed.

By Order of the Board of Directors.

GILLIES, Secretary.

Hongkong, 17th August, 1885. [1502]

TO CONTRACTORS.

SEALED TENDERS will be received by

the Undersigned at 12 O'CLOCK, MUNDAY, the 1st September, for the Construction of a portion of the HONGKONG TRAMWAY, in accordance with the Specific Terms and Conditions given.

Depositors to the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum.

Interest at the rate of 3% per cent. per annum will be allowed to Depositors on their daily balances.

Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal.

Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and the end of July.

Correspondence as to the business of the Bank if needed will be sent to the Head Office.

Interest will be paid quarterly, and the principal sum will be paid at maturity.

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NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Governor and His Royal Highness the Duke of EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMAN,
AERATED WATER MAKERS,
SHIPS' MEDICINE CHESTS REPAINTED,
PASSENGER SHIPS SUPPLIED.

To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or HONGKONG DISPENSARY. [21]

The Daily Press.

HONGKONG, SEPTEMBER 1ST, 1885.

The judgment in the case of Li-Min v. George Holt was practically a foregone conclusion, as exactly similar case having been decided by the Full Court on appeal in 1882. Mr. Holmes is an emigration passage broker and acted as such in connection with the issue of tickets for passage by the steamer Mount Lebanon, a vessel which had been laid on the berth for Honolulu and Mexico. The charterers of the steamer were the Wing Wa firm, who received the money for the tickets sold and then disappeared. The ship of course did not sail on the intended voyage, and the men who had bought passage tickets sued Mr. Holmes, as the passage broker, for breach of contract. The case of Li Min was taken as a test case, and was decided in favour of the plaintiff. How many tickets were issued did not transpire, but the total loss falling on Mr. Holt will probably be considerable. The case is certainly a very hard one, and we are exceedingly sorry for Mr. Holmes, but it would have been equally hard had the decision gone the other way and the intending emigrants lost the amount of their passage money. A clever scindle has been perpetrated by the Wing Wa firm, and the loss has to be borne by one of two innocent parties. The case tried in 1882 arose out of an exactly similar swindle, and the passenger broker, who in that case was a Chinaman, was held liable in the same way that Mr. Holt was in the case decided on Saturday last. The passage tickets for emigrant ships are made out in a form prescribed by the Emigration Ordinance. According to this form the passage broker says:—"I hereby engage that the Chinese named at the foot hereof shall be provided with a passage to," &c., "and I hereby acknowledge to have received the sum of — dollars in full payment." As a matter of fact the passage broker never, or only in very rare cases, receives the passage money. He signs the tickets and complies with certain formalities at the Harbour Master's Office, and that is all the extent of his work. It is clear, however, that under the Ordinance he is responsible for any failure to carry out the agreement. It is provided that no person shall act in the sale or letting of passages in any Chinese passenger ship unless he shall have entered into a bond, with sureties, in the sum of \$5,000, a clear proof that the Legislature intended the passage broker should be a substantial man able to guarantee the execution of the contract or to give compensation in case it be not carried out. The ticket is made out in the sole name of the broker, and if the Emigration Officer finds any emigrant who is unwilling to leave the port and who has been procured by fraud, violence, or other improper means, the passage broker is the party who is made responsible for the cost of the emigrant's passage back to his native place and his maintenance here while waiting for such passage.

The defense set up both in Mr. Holmes's case and the previous one was that the defendants were simply brokers and not principals in the transaction, and as such were not liable. The Ordinance, however, contains the following words:—"Every emigration passage broker who shall contract with any intending emigrant for a passage," shall give certain notices. Here the broker is referred to as the party contracting, showing that although as a matter of description he is referred to as a broker he is by law constituted a principal. The law certainly bears hardly on the broker in cases such as that of Mr. Holmes, and any amendment that could be suggested to do away with this hardship, while paying due regard to the interests of the intending emigrants, would merit attentive consideration on the part of the Government. The law in fact stands in urgent need of amendment for the reason that it is entirely out of harmony with the custom which has grown up out of the circumstances of the passenger traffic as carried on in this port. In hardly any particular are the requirements of the Ordinance so far as they refer to the duties of the passage broker complied with. In the Ordinance the broker is treated as the responsible principal, whereas in the ordinary course of things, he is engaged simply to comply with certain formalities at the Harbour Office in connection with which the appearance of a licensed passage broker is rendered obligatory. Although he signs, in the form of the ticket, as having received the money, as a rule he never handles or sees the money, which is in most cases collected by Chinese and is not paid sometimes until long after the ship has sailed. Nor is it the passage broker who sells the tickets, although any one else doing so is liable to a fine of \$400. Thus, again, according to subsection 7 of section 6 of the Ordinance, the passage broker is to attend before the Emigration Officer for the purpose of delivering the contract tickets to passengers, whereas they are, we believe, invariably delivered to the passengers elsewhere, as was done in the case of the Mount Lebanon, where the tickets were delivered in the Wing Wa Hong. The broker, it is true, attends with the passengers at the Harbour Master's subsequent, and this may perhaps be taken as a suffi-

cient compliance with the terms of this provision. On the whole it would seem that all the work the passage broker has to do could be much better discharged by a representative of the firm which lays on a ship, and it would certainly be more reasonable that the firm, the real principal in the business, should be made the responsible party rather than the broker. If this were done the Government could enforce compliance with the provisions of the law just as easily as it can now, and if substantial guarantees were required in every case swindles such as that of the Wing Wa firm would be rendered practically impossible. In the meantime the passage broker will no doubt take warning from Mr. Holmes's case to be extremely careful as to the firms they do business for.

The U. S. corvette Enterprise, which left Hongkong on the 28th ultimo for Australia, arrived at Sourabaya on the 10th August.

We learn that The Buffs intend to give an "Assault at Arms" in Murray Barrie's on Thursday week in aid of the Kwangtung Industrial Relief Fund.

The chartered French cruiser transport Chien Yuen, Captain Lejard, arrived at Singapore on the 20th ult. from Hainan Bay, Tonquin, and was put into quarantine owing to the approach of the typhoon forecast yesterday. The temperature and humidity are rather high. The weather is improving and light winds are expected to prevail over the China Sea for the next few days.

From the Saigonois we learn that, since the pacification of Southern Cambodia, several mandarins, divitons of showing their fidelity, have applied to the French authorities that thos might be sent to France in return. According to the young man was to leave under the charge of a French consul, but temporarily residing in Hongkong, gentleman.

I have passed the first Chinese Public Civil Examination and am about to enter for my second examination next month.

—I have accepted the offer of the Wing Wa firm to go to Hongkong about the 8th October last at the invitation of Wong Siu Teng to temporally take after and edit the leading articles, except Canton news, of the paper. I have also been offered a small compensation as was consistent with his means. He asked the complainant whether he would accept the offer, or would prefer to leave the defendant finished.

The complainant said that he would not accept the offer of the Wing Wa firm to go to Hongkong about the 8th October last at the invitation of Wong Siu Teng to temporally take after and edit the leading articles, except Canton news, of the paper. I have also been offered a small compensation as was consistent with his means. He asked the complainant whether he would accept the offer, or would prefer to leave the defendant finished.

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themselves from these villages an efficient no go to the absolutely unknown. Since the establishment of French a signal station has been established on the summit of the peak, and the movements of the French men-of-war lying at Matsou (only eight miles distant) were duly communicated to the authorities inside. One is rather astonished that the value of the coast and station was not recognized before the difficulties assumed lighting dimensions. There is little apprehension of renewal of hostilities, as is confirmed by the gradual breaking up of the embassies here. Since I last wrote, the *Paris* left for Hankow with 600 soldiers on board (ragamuffins, I may say), and was followed by a gunboat with 500 more for the same place, whilst the *Douglas* had taken 1,200 to Swatow. Last trip she took 600, and on Tuesday (18th) 1,000.

On the last list of shippers I count you last time, not one now remains. The *Ching Foo* arrived on Monday morning after a remarkably smart run from Shanghai, her average speed being 13.7 knots, and with this a consumption of 17 tons Welsh coal per hour. The *Bellerophon* left Shanghai one hour before the *Ching Foo* and arrived 14 hours after her. The *Paris* is still up there, the *Red Star* having been sent back, her bottom being foul, but it is not yet decided whether she will go to Hongkong or Shanghai for the purpose of being freshened up. We had a visit from the *Peculiars* some few days ago, while on the voyage from Chefoo to Swatow. She took in 49 tons of coal and proceeded on her voyage. —Daily News Correspondent.

SHANGHAI.

We have to record a third seizure of opium in the Settlement by Lekin runners within a brief period, this last one having taken place in Szechuen Road at 10.45 a.m. on the 24th ult. The opium, which consisted of ten packages containing two boxes each, the paper wrappers bearing the name "Liu Ignatio & Co.", was being shipped in Chinese junks, and was being himself as a writer living in a lodging-house in Canton Road, when it was seized by the Lekin runners, both the drug and the carrier being taken to the Central Police Station. The Chinaman was subsequently bailed out on the sum of \$109 by the lodging-house keeper. In this instance, Mr. Ignatio, six large balls of whose wares were seized by the Lekin runners on 22nd ult., was compelled to give his signature to the drug, which he stated was sold to him by a Chinaman some time ago. It remains to be seen what the upshot of all these seizures by Lekin runners of opium within the Settlement, hitherto considered sacred ground, will be.

At the Mixed Court on the 25th August, Mr. Playfair, with a British Assessor, the opium seized by the Lekin runners was exhibited. The Chinaman in whose possession the drug was found said he bought the opium from the "Chungfoo," a foreign house, that he knew nothing about any new *leka* rules, had not seen any regulations or proclamations that *leka* was to be prohibited in the Settlement, and did not consider the seizure was justifiable. He also stated he was going to see the Magistrate, and if he could not do so, he would appeal to the Magistrate that there was no case, as he considered the law could not be enforced in the Settlement. He asked what was the use, then, of giving tickets to the Lekin runners stamped by the Senior Consul. He and Mr. Playfair then retired to confer privately on the subject. Upon returning to the Court after a considerable delay, he, addressing the defendant, said, "I have seen the man in China; it could not be condemned, but as there were two other opium seizures cases pending, he would remand the present one. Mr. Playfair said that the opium he meanwhile sent to the Police Station. The Magistrate declined to accede to this, stating that according to the Mixed Court rules it should be detained in Court. In the Chinese stamp on the warrant of seizure he had written the name "Ignacio & Co." —the "Peculiars"! The name it is said, by which the firm mentioned is known to the Chinese. To this is also added in Chinese:—"The Customs duty has been duly paid, but if any *leka* duty is levied on it by the buyer will have to pay it." —*Morley.*

CHEFOO.

22nd August. His Honour the Tao-tai went on board the French ironclad *La Gloire* to visit Rear-Admiral Soules during the afternoon of the 21st inst., and was saluted with the number of guns in accordance with his rank. The French Admiral sent a steam-cutter to tow the Tao-tai's barges across the bay to the anchorage. On the 23rd he went to the residence of the Tao-tai's wife, and on his landing at the jetty received by a messenger from the Yamen, and an official chair which the Tao-tai had sent to convey him to the Tao-tai's residence. The suite of the Admiral accompanied him in official chairs sent by the French Vice-Consul. The French gunboat *Viper* left for Hongkong on the 23rd to take the place of the *Ape*, obliged to return to Woosung through sickness among the crew.

Mr. Thos. T. F. ... has been appointed French Vice-Consul here, and took charge of French interests on the 17th instant.—*N.C. Daily News Correspondent.*

PEKING.

18th August. By the time this reaches you will be in Pekin investigating the accounts of the China Merchants Steam Navigation Co. This will be unpleasing for one or two excellent and useful men, and bring to us at least one family. Sir Robert General has not been appointed. Dr. Martin will have had the post not the intentions of the Yamen, and the French Ambassador. He is now out of office and Mr. Hart is his chief favorite. The Chinese Ministers, unaccustomed to and nearly incapable of taking a decision, will find themselves in a corner, and of the last moment will probably have to accept Sir Robert's nominees. The foreign Ministers are exercising no influence one way or another. The Yamen, with Sir Robert to submit a number of names, are likely to choose from him, but a little difficult to see who will be chosen after the reception of his first proposal. His position is extremely delicate. He has not only the interests of the Chinese service to consider, but the dignity of British Minister, which is to the English public, at all events, the most important of the two. Of course, until all these customs matters are disposed of Mr. Conner will continue to be Chargé d'Affaires.

* * * * * The Chinese, who say that it is impossible to get a hold of the *Pelegas*, who have been sent to the coast, are to be the subject of his investigation, and such visits have undoubtedly been paid in the present instance. —*Eng. N.G.D.N.*

"THE WALLACE" IN A TYPHOON.

The British ship *Wallace*, 1,883 tons, W. H. Smith, captain and part owner, was at sea, bound on a long voyage, when she was taken in a typhoon, and the crew were unable to get away. The Chinese *Wing Lung* (No. 1) has since been able to gather the following particulars of the dangers she went through. The *Wallace* lost Nagasaki on the 27th July at 6 a.m. on a voyage to Hongkong with 2,500 tons of coal for the Mitsubishi Kaisha. The weather was fine at the time, with the wind S.E., which continued till noon of the 28th, when the vessel was so much under water, the pumps were unable to keep up, and the hatches stove in, while the water was going down in great volume. A large sail was then dropped over the open hatchway, and when it was sacked down on top of the opening, it was secured by ropes and hawsers. The wind then increased, and failed to get off the starboard quarter, and this would give her a N.W. wind, and the vessel was then driven on the rocks. The *Wallace* had a small mast, which broke off above the top mast. These, however, did not go over the side for many hours, but were clattering about over the deck, causing dangerous damage. Then came the heavy rain, and the water was rising, but it was not yet decided whether she will go to Hongkong or Shanghai for the purpose of being freshened up. We had a visit from the *Peculiars* some few days ago, while on the voyage from Chefoo to Swatow. She took in 49 tons of coal and proceeded on her voyage. —Daily News Correspondent.

HONGKONG.

18th August. Once again the British High Commissioner, Sir C. H. de Grey, has been to see the Chinese Minister of Revenue, and the Chinese, who say that it is impossible to get a hold of the *Pelegas*, who have been sent to the coast, are to be the subject of his investigation, and such visits have undoubtedly been paid in the present instance. —*Eng. N.G.D.N.*

The following story about the Marquis of Salisbury may not be new, but it is worth repeating. Once upon a time, in 1868, he was on a tour of the Province of Fukien, and was staying at the residence of the Marquis of Albury. By 4 a.m. on the 1st, the ship was apparently fast setting down in the water. As the water coming from the pumps was black, showing that it was among the coals, some one was sent down the pump well hatch, and it was found that the vessel was more than half full of water. Although the two pumps were kept continually going, it was of no avail, and the vessel had to be hoisted on land, so that the Marquess had not been realised, but imagine anyone else but his wife presuming to call Lord Salisbury "Bob."

VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON, &c., VIA SUZ CANAL	Khadivo (str.)	Loggin	Hongkong	P. & O. S. N. Co.	On 11th inst., at 4 P.M.
LONDON VIA SUZ CANAL	Ghancan (str.)	Jackson	Balderson, Bell & Sons	On 6th inst.	
LONDON VIA SUZ CANAL	Levante (str.)	Stevens	Adamson, Bell & Sons	On or about 12th inst.	
LONDON & HAMBURG	Joseph	Hongkong	Javins, Matheson & Co.	To-day, at 4 P.M.	
HAYRE AND HAMBURG	Wophaniss	Hongkong	Carlton & Co.	Quick despatch.	
HAMBURG	Imber	Hongkong	Carlton & Co.	Quick despatch.	
MARSEILLE'S VIA SAIGON, &c.	Siong	Hongkong	Arbuthnott, Karberg & Co.	Quick despatch.	
NEW YORK	Khorasan	Hongkong	Battaford & Sivis	On 6th inst.	
NEW YORK	Telambang (str.)	Nial (str.)	Battaford & Sivis	On 3rd inst., at Noon.	
NEW YORK	R. E. Wood	Hawthorne	Pastor & Co.	Quick despatch.	
NEW YORK	Haroldine	Hawthorne	Pastor & Co.	Quick despatch.	
NEW YORK	Alfredo S. Sewall	Baly	Pastor & Co.	Quick despatch.	
NEW YORK	Opacis (str.)	Raymond	Pastor & Co.	Quick despatch.	
SAN FRANCISCO VIA YAMA	Marquis of Lorne	Hongkong	Russell & Co.	On 8th inst., at 3 P.M.	
SAN FRANCISCO VIA YAMA	Tannadis (str.)	Maxwell	Russell & Co.	Quick despatch.	
SYDNEY & MELBOURNE, &c.	Mount Lebanon (str.)	Oriels	Gibb, Livingston & Co.	On 5th inst., at 3 P.M.	
BATAVIA, SAMARANG, &c.	Camford (str.)	Caborn	Jardine, Matheson & Co.	On or about 5th inst.	
BANGKOK	Adowa	Thales (str.)	Thales (str.)	On 3rd inst., at 4 P.M.	
AMAOY AND TAIWANFOO	Thales (str.)	Stock	Russell & Co.	On 2nd inst., at 4 P.M.	
SWATOW, AMAOY, & FOOCHOW	Goddard	Hongkong	Douglas Lapraik & Co.	On 8th inst., at 3 P.M.	

VESSELS ON THE BERTH.

NOTICE.	
COMPAGNIE DES MESSEURIES MARINERIES, PAQUEBOTS POSTE FRANCAIS,	
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADEIRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANIAN, AND BLACK SEA, NAPLES, MARSEILLE, AND PORTS OF BRAZIL AND LA PLATA;	
ALSO, LONDON AND ANTWERP, BORDEAUX, LE HAVRE, AND DUNKIRK.	

ON THURSDAY, the 1st day of September, 1885, at noon, the Company's Steamer "NAPOLI" leaves for Suez, *Port Said*, *Calcutta*, *Aden*, *Suez*, *Passengers, Specie, and Cargo*, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 3 P.M.

Specie and Passages until 3 P.M., and

on the 2nd September.

The steamer *Gratitudo* left Singapore on the 26th August, and may be expected here on or about the 2nd September.

The Union Line steamer *Claymore* left Singapore on the 27th August, and may be expected to arrive here on the 2nd September.

MAILS EXPECTED.

THE FRENCH MAIL. The *Messeyres* arrives *Anadyr*, with the next French mail, left Singapore on the 26th August, and may be expected here on or about the 5th September.

THE AMERICAN MAIL. The P. & O. steamer *City of Rio de Janeiro*, with the next American mail, left San Francisco on the 19th instant and may be expected to arrive here on or about the 1st September.

THE CHINESE MAIL. The China Ships' Mutual Steam Navigation Company's steamer *Opalock* left Singapore on the 26th August, and may be expected to arrive here on or about the 1st September.

THE UNION LINE MAIL. The Union Line steamer *Claymore* left Singapore on the 27th August, and may be expected to arrive here on the 2nd September.

THE POST-OFFICE NOTICES.

THE AUTHORIZED LIST OF MAILED LETTERS IS PUBLISHED IN CONNECTION WITH THIS NUMBER OF THE DAILY PRESS. IT IS ISSUED TWICE EACH DAY IN OUR EXTRA, WHICH IS ALWAYS CORRECTED TO A MUCH LATER HOUR THAN THAT GIVEN BELOW.

A MAIL WILL CLOSE.

For Takei, Tientsin—Per Lee Yuen, to-day, the 1st September, at 11.30 A.M.

For Hankow—Per Monghol, to-day, the 1st September, at 1.30 P.M.

FOR STRAITS & BENGAL—Per Adams, to-day, the 1st September, at 2.30 P.M.

For Manila—Per Benteli, to-day, the 1st September, at 2.30 P.M.

For Singapore and London—Per Glenfield, to-day, the 1st September, at 2.30 P.M.

FOR HONGKONG—Per Greyhound, to-day, the 1st September, at 5.00 P.M.

For Swatow, Amoy, and Foochow—Per Polk, to-morrow, the 2nd September, at 11.30 A.M.

For Amoy and Tsinwan—Per Thales, to-morrow, the 2nd September, at 2.30 P.M.

For Shanghai—Per Grafton, to-morrow, the 2nd September, at 3.30 P.M.

For Singapore and Port Darwin—Per Isidore, to-morrow, the 2nd September, at 3.30 P.M.

For Cooktown, Townsville, Brisbane, Sydney, and Melbourne—Per Mount Labson, to-morrow, the 2nd September, at 3.30 P.M.

For Manila—Per Baltic, to-morrow, the 2nd September, at 5.00 P.M.

For Yokohama—Per Eustacia, on Thursday, the 3rd September, at 2.30 P.M.

For Saigon—Per Saigon, on Thursday, the 3rd September, at 4.30 P.M.

For Bangkok—Per Clever, on Thursday, the 3rd September, at 4.30 P.M.

For Foochow—Port Darwin, Thursday, the 3rd September, at 4.30 P.M.

For Port Darwin—Port Darwin, Thursday, the 3rd September, at 2.30 P.M.

For Sandakan and Kudat—Port Tuan, on Saturday, the 5th September, at 2.30 P.M.

For Sandakan and Kudat—Port Tuan, on Saturday, the 5th September, at 4.30 P.M.

For Bangkok—Per Clever, on Thursday, the 3rd September, at 4.30 P.M.

For Foochow—Port Darwin, Thursday, the 3rd September, at 4.30 P.M.

For Cooktown—Port Darwin, Thursday, the 3rd September, at 4.30 P.M.

For Townsville—Port Townsville, Thursday, the 3rd September, at 4.30 P.M.

FOR BANGKOK DIRECT.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

"MONGKUT," Captain P. H. Loft, will be despatched for the above Port TO-DAY, the 1st September, at Two P.M.

FOR FREIGHT OR PASSENGERS, apply to YUEN FAT HONG, Agents.

Hongkong, 31st August, 1885. [1545]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

"ADOWA," Captain Caborn, will leave for the above Ports TO-MORROW, the 1st September, at Three P.M.

FOR FREIGHT OR PASSENGERS, apply to A. McIVER, Superintendent.</

EXTRACT.

AN OERMANNO EPILOGUE.
Amid our little worldly cin;
Vain to crest or nave,
A century of vulgar sin
Approaches to its grave.
We dare not prance; we would not blame,
The things ourselves have made;
Nor part the honour from the shame,
The sunshine from the shade.
Ah no, we sages of to-day
Refuse to blos or ban;
Nothing do we all, and say
As little as we can.
Let us have leave to eat and drink
And we shall be content:
We need not to exactly think
For what our lives were meant.

Inclined happy with our lot,
Wo trudge the trodden way;
And if there be a God or not
We hardly care to say.
Could not the old philosophy
A better counsel give?
"So live that you may learn to die;
So die that you may live."
We have no heart to live our life,
We do not wish to die;
Too cowardly to join the strife,
Not brave enough to fly.
We feebly fret, we mildly doubt,
We compromise with sin;
The old-world fashions have gone out,
The new not yet come in."

Upon the borders of a time,
We leave all things undone:
God seals we hear the morning chime,
And live to see the sun!
"Shame and Drane." A volume of verse, just
published in London. Pilot Stock.

HONOUR TO A NATIONAL BENEFICENT FACTOR.

A statue has been erected by the Parisians, in front of the Salpêtrière Hospital, to a great and noble Frenchman, long ago departed, whose memory all the world ought to cherish. Philippe Pinel was a physician, born at St. André, in the department of Yonne, in 1745, who died a Member of the Institute in Paris in 1826. The figure now unveiled represents him holding a broken chain in his hand, while a girl at his knee, with the light of intelligence newly dawning on her sad visage, holds up to him in gratitude a wreath of flowers. The best monument to Pinel, however, is to be found in all parts of the civilised world, wherever there exists an asylum for the mentally afflicted conducted upon those modern principles of humanity and gentleness which have revolutionised everywhere in recent times the treatment of the insane. Accomplished, studious, and talented, it was not his intellectual gifts that made him the greatest medical reformer of his age. Pinel, amid an age of wild and cruel revolutionary turmoil, by the force of simple kindness won such victories of sense that few conquerors of peace can be compared with him. In a happy hour for humanity he was appointed director of the madhouse of the Bicêtre in 1791, at a time when the condition of the insane there, as in other European asylums, was pitiful and dreadful beyond expression. The lunatic was then regarded as an incurable and dangerous animal, to be chained down, ill-fed, beaten, and brutalised. Pinel had convinced himself by long study and experiment of the immense power of courage and compassion; and after individually surveying his melancholy charges, and forming all his plans, he demanded permission of the Committee to carry them into action. One Coulton, afterwards grimly famous as a "Terrorist," had the duty of visiting the prison and conferring with Pinel, whom he flatly denounced as himself insane for proposing to treat such patients with gentleness and indulgence. Coulton was a paralytic, and was carried into the Bicêtre on the shoulders of the attendants, but his own distressing malady did not soften the revolutionary's rugged heart. "Do what you like, citizen," he said, "about these wretches, who are not much more mad, perhaps than you are; only, if you let any of them loose, look out for yourself!" Set absolutely free, Pinel gave himself a little more time to familiarise the unhappy inmates of the madhouse with their new director. Passing among them constantly, with his countenance illumined by tender pity, his fearless smile of love, and his words of good cheer and sympathy, the very presence of the man became like sunshine to the captives, and the worst madmen grew placid and pleased while he lingered near them, holding their levered hands, and lightly touching their troubled brows. He alone could go unharmed within reach of many a maniac chained to the pillars of the cellar; he alone could by an uplifted finger softly stay the dreadful tumults of their cries, and alter the very atmosphere of the place into peace by his calm and confident voice. One day he commenced his daily experiments with an English captain who had been manacled in a corner of the Bicêtre for nearly 40 years. This miserable man was the terror of the attendants; driven to uncontrollable mania by his long woes, he had killed one of them with his chain, and was accordingly bound down like a beast in indescribable conditions of wretchedness and shame. Pinel approached him in one of his worst fits, and put his arm round the neck of the raving prisoner. "Captain," he gently said, "I will make you quiet and happy if you will allow it. I am sorry for you! See, you are a soldier and a gentleman; will you promise if I take off your irons and lead you for a walk in my garden, to be good and reasonable?" The poor fellow listened as if some strange accents of mercy sounded from heaven. He was calmed by the prodigious spell of such compassion, but answered, "O doctor! you do not dare to do this; every body is so afraid of me." Pinel replied, "I am not afraid; you are my charge and my friend; come and let us see the birds and the trees." With that the fetters were removed and as soon as the poor creature could stand the director led him among the wondering crowd of inmates to the garden of the building. The accounts of this first and bold experiment of Pinel relate in detail the boundless joy and amazement of the Englishman, thus, for the first time treated as a human being and conducted into view of the sky and the flowers. "How beautiful! how good!" he kept exclaiming. "I remember the colour of Heaven now; I had quite forgotten it." Then he fell at the doctor's feet and kissed them, and presently followed him back to a decent cell, where for the first night for many years he slept in a clean bed like a happy child, awaking to such improved health that he had no further access of mania, and became a useful assistant to Pinel. The next assay was with a Frenchman who had been confined for 36 years, having homicidal delusions that it was necessary to kill all children lest they should go to perdition when they grew up, acting upon which idea he had murdered one of his own offspring. Pinel soothed him into quietness by his quickness, and was recently visited upon by a war carrying an old garrote. "Doctor," said he, "I want you to pull a couple of teeth for me." "Very well," replied the doctor, "take a seat in that chair, and show me the teeth." "Well, doctor," said the war, "you want to pull these two broken teeth out of the gum a moment, the doctor will be compelled by the jolt to let go of my hold; he will surely pull the teeth from the valve, and then demand a heavy fee, which the wag paid still more soberly.

submission with his sweet words of encouragement, and presently astounded all the prison-house by emerging from the cell with the ferocious Chevigné timidly holding the doctor's coat, kissing his hands, and looking into his face as if he had found there a celestial message of comfort and joy. "Never," says the account of these proceedings, "was greater miracle wrought upon human nature!" One by Pinel broke off the fitters from his patient, and in spite of opposition finally established his system, which in a few years spread abroad, and has led to the humane and successful methods of our own age. Of the Salpêtrière Hospital Pinel also became the superintendent. It is a curious fact that Chevigné, the beroulois maniac, whose case had been one of the doctor's earliest experiments, saved the life of his benefactor in later days. A band of Revolutionaries had seized the good Pinel, and were trying him "à la lanterne" to be hanged as an "aristote," when Chevigné, himself by that date a "Red," came upon the scene. No lion ever scattered birds as Chevigné's vast strength despatched that knot of villains; two of them he stretched for dead on the pavement, and as the others fled he boldly said, "Go home in peace, dear and good doctor! these devils would have killed an angel!" So lasting were the impressions left even on the roughest dispositions by the heavenly goodness of Philippe Pinel!

THE LAUGHING JACKASS.

"Among the birds of Australia, I know none more extraordinary than the 'Laughing Jackass.' It is a true kingfisher, alike in his personal appearance, his structure, and his habits. One's idea, however, of a kingfisher is generally associated with a water-fowl; but this Australian kingfisher is not a water-fowl, but a land-bird, and preys upon fish, but rather upon grubs, worms, snakes, frogs, mice &c. In fact, a scavenger, in the true sense of the word, and if any creature ought to be protected more than another, it is that which performs the duty of scavenger. It has been stated that the only things which accumulate themselves, without pain or trouble being taken in the water by human beings, have been rats and blue-bottle flies—a fact which may possibly explain the smile; but when we come to consider the matter philosophically, rats and blue-bottle flies are really among the most useful of created things to the human race. True it is, indeed, that we cannot eat them; but everything in this world was not made to be eaten, and these despised creatures really do great service to us by getting rid of decaying substances, which would otherwise breed fever. Now, the 'Laughing Jackass' is of the greatest service to our friends in Australia in his double capacity of scavenger. How thankful would every person in danger from the bite of a venomous snake be, to see a 'Laughing Jackass' suddenly descend from his perch, and seize upon and devour the poisonous reptile on which, in another instant, he might have placed his foot, and have received a fatal wound. The 'Laughing Jackass,' therefore, of Australia, is one of the most useful birds—I might almost say 'protecting' bird—not only to the person but also to the property of the sheep farmer. This 'cogora,' as it is called by the blacks, is, without a mirth, joyous fellow; he is not a sulky-looking creature, like the vulture of ill omen, but he shows the delight with which he goes about the work nature has appointed for him to perform by laughing most heartily; not a faint, languid expression of pleasure but a downright hearty laugh. A lot of them, we learn from Dr. Bennett, may be seen high up in a eucalyptus or gum tree; and when the traveller attempts to drive them off, instead of flying away, they will commence a hearty laugh, the joining in the chorus after another till the whole forest resounds with their many music. *Drop the fact of an old lady who, in order to make her maids get up early in the morning, took a specimen of a fine specimen of a 'bright character,' whose special day it was to proclaim the 'morn' to the sleepy servant maids. Should any of my readers wish to make their servants get up in proper time, let them once purchase a 'Laughing Jackass,' and if this fellow by his cackinations does not wake the whole household, he will have lost the good character he possessed when at home in Australia."*

"For the last few days I have had a 'Laughing Jackass' in my possession—as fine a cock as could be found within a hundred miles of St. Paul's. In fact I had only one fails to find with him, and that was that he would never laugh. The cause of this defect in his education possibly may have been that I never gave him anything to laugh about; this, however, was not my fault; for I gave him plenty of good and wholesome food in the shape of raw meat, &c., which he took with a dignity becoming this most distinguished of strangers. Wishing, moreover, to try his destructive powers, I showed him one day a mouse; in a moment all his feathers bristled up, and he appeared to be like an enraged tom-cat) twice his natural size. I held the mouse to his cage; and in an instant he seized the animal with his tremendous beak, and gulped him down with apparently the greatest satisfaction. He then began a slight titter, which I trusted he would increase gradually to a laugh, but I suppose he thought it an occasion hardly worth laughing about, so he shut up his feathers again, and composed himself to sleep. In this attitude I fancied I detected a slight expression about his eye, as much as to say, 'I know you want me to laugh; I can laugh if I like, but I will not laugh.' My bird was about the size of a large magpie, very like an English kingbird in general shape; though his colour was brown, still he was a very pretty bird—so beautiful, indeed, was he that a lady borrowed him, for a day or so, to exhibit him at a bazaar in the Hanover-square Rooms. Here, I understand, he was much admired by the fair visitors; though, from all I hear, he did not appreciate the compliment as much as he ought. In due time he was brought back home. I gave him his breakfast, and put him out in the sun, which he much enjoyed after his sojourn in a hot, crowded room. I turned my back for a moment, and on looking round again was perfectly horrified at what I saw. Alas! alas! the jackass had broken a bar of the cage, which had been fastened with iron bars, had tested it with his beak, and finding that it yielded, had pulled it on one side and flown away. Delighted with his cleverness, and possibly also rejoicing at the discomfiture of his owner, away he flew into Regent's Park. Our parting farewell only he gave me; he then actually stopped in his flight; and for the first and last time I heard his hearty laugh. The poor bird had at last found out something to laugh about, namely, that he had made his clever master in a jiffy.

"With that the fettered and conducted into view of the sky and the flowers. "How beautiful! how good!" he kept exclaiming. "I remember the colour of Heaven now; I had quite forgotten it." Then he fell at the doctor's feet and kissed them, and presently followed him back to a decent cell, where for the first night for many years he slept in a clean bed like a happy child, awaking to such improved health that he had no further access of mania, and became a useful assistant to Pinel. The next assay was with a Frenchman who had been confined for 36 years, having homicidal delusions that it was necessary to kill all children lest they should go to perdition when they grew up, acting upon which idea he had murdered one of his own offspring. Pinel soothed him into quietness by his quickness, and was recently visited upon by a war carrying an old garrote. "Doctor," said he, "I want you to pull a couple of teeth for me." "Very well," replied the doctor, "take a seat in that chair, and show me the teeth." "Well, doctor," said the war, "you want to pull these two broken teeth out of the gum a moment, the doctor will be compelled by the jolt to let go of my hold; he will surely pull the teeth from the valve, and then demand a heavy fee, which the wag paid still more soberly.

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